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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
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Per doz. quarts.....\$7.25
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H. PRICE & CO.,
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Hongkong Daily Press.

ESTABLISHED 1857.

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The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
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12, Queen's Road Central

No. 14,448 號捌十肆百肆千肆萬壹第 日肆十月陸年十叁緒光 HONGKONG, TUESDAY, JULY 26TH, 1904. 式拜禮 號陸拾式月柒年肆百九仟壹英港香 PRICE, \$3 PER MONTH.

WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.
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MANUFACTURING CHEMISTS.

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PRICE \$11.00 PER DOZEN

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"SPECIAL BLEND" WHISKY
Blended
Selected
Distillations of the
Finest Scotch Whiskies

Apply to
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We are Sole Agents for the following—
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES AND BALL BEARINGS throughout.
Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-manufacturing a
speciality.
H. S. ABDOLAH,
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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bigs of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th August, 1903.

THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN.
37, DES VOGES ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904

AMOY ENGINEERING CO., LD. AMOY

CALL FLAG E.
REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903.

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AND
GENERAL COMMISSION AGENTS.
SPECIALITY: HUMAN HAIR.
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Agencies—
CHIEF CHONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LEUNG YEH, Fire Cracker Factory.
Hongkong, 1st June, 1904.

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REORGANISATION.
THE above Company have already won great
admiration from all their customers, the
work being excellently done. A New Scheme has
recently been introduced, and the work is done
quickly and satisfactorily. Excellent laundry-
men have just arrived from Japan. Charges
moderate. Special attention is directed to
washing and ironing. Orders will be executed
promptly. Head Office, No. 23, Cause Road.
Branch Office, No. 201, Mongkok Street.
L. NAKAGAKI,
Manager.
Hongkong, 23rd July, 1904.
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GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUANTAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
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Prices & Estimates on Application.
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Hongkong, 17th October, 1903.

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Distinguished by Four Stars on the label.

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Less old than the above.

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\$12.00 PER CASE.

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THE "PALL MALL,"
\$21 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
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Very soft, palatable, and pure.

EVERYBODY SHOULD TRY THESE WHISKIES

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\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

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A fine, full, and fruity wine.

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LA TORRE SHERRY,
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A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—
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\$41.75 PER DOZ. QUARTS.

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THEY ARE UNEQUALLED AT THE PRICE

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Contracts for NEW TONNAGE on reasonable terms with first-class builders.

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Hongkong, 1st May, 1904.

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FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c., &c.

CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT

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DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

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Hongkong, 21st December, 1903.

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AQUARIUS SPARKLING MINERAL TABLE WATER

(made from Pure Treble Distilled Water).

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AQUARIUS BEEFSTEAK GINGER ALE.

AQUARIUS LEMONADE.

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AQUARIUS GINGER BEER (Stone Bottles).



Telephone No. 75.

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GENERAL MANAGERS,

CALDBECK, MACGREGOR & CO.,

Hongkong, 15th July, 1904.

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W. BREWER & CO.

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Academy Pictures; Complete Volume	\$8.00
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Combined	9.50
Building Construction; 2 Parts	each 7.00
Pearl Encyclopedia	0.90
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The China Martyrs of 1900, by Forsyth	6.00
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Navy and Army; Volume 15	\$15.00
Wide World Magazine; Vol. 12	4.80
Pearson's Dream Book	0.80
The Cocoon Reeler	0.80
Guide to the Dutch West Indies	1.50
Japanese Physical Training	3.90
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SLIP IN SCRAP ALBUMS.
SETS OF TENNIS COMPLETE IN A BOX
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Apply to—

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ARE NOW SHOWING

LADIES' WHITE UNDER SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904.

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NEENST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO.

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

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FAMILIAR BEVERAGE
STONE GINGER-BEER.
YCLEFT "POP."

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CHEMISTS, AERATED WATER MANUFACTURERS.

APOTHECARIES' HALL, WATKINS BUILDING.

At CANTON, SHANGHAI, HANKOW and PEKING.

BONZOLINE.

The SUBSTITUTE for IVORY in the

TROPICS. Does not crack or change its shape.

Is coloured throughout and always keeps its

colour.

Has the same hardness, click and elasticity

as the very best ivory.

BONZOLINE BILLIARD BALLS, size 2 1/2 inch.

Rs. 31/8 set of three.

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Rs. 12/6 set of twelve.

BONZOLINE PYRAMID BALLS, size 2 1/2 inch.

Rs. 16/6 set of sixteen.

BONZOLINE SNOOKER BALLS, size 2 1/2 inch.

Rs. 23/1 set of twenty-two.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET.

CALCUTTA.

[3119-2]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE

FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE

and KYNOC'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE.

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 555G. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902.

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10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.

Cool Rooms, Elaborately Furnished. Com-

fort of Residents and the Cuisine a specialty.

For terms apply—

B. F. HOWARD,

Lessee and Manager.

Hongkong, 2nd July, 1904.

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Room, Billiard and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by

the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by

machinery.

Fire Extinguishing Mains and Emergency

Exits on every floor.

MODERATE CHARGES! (No Extras!)

H. HAYNES,

Manager.

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PEAK HOTEL.

Admirably Situated, Sheltered from the

North-East Monsoon and Open to the South

West Monsoon.

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FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

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a914

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

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Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903.

a1082

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near

the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water

throughout.

Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902.

a49

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable.

WM. FARMER,

Proprietor.

a1362

INTIMATION



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LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF

AERATED
WATERS
IN THE FAR EAST.

The Manufacture of our AERATED
WATERS is conducted under constant
European expert supervision.

THE MACHINERY in use embodies every
improvement up to date.

The most perfect scientific system of filtration
is employed.

By which means we have attained

PERFECTION OF QUALITY
AND
ABSOLUTE PURITY.

OUR WATERS being acknowledged by the
leading English Manufacturers as equal to their
best productions.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
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time the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.C. 5th Ed.
Liber's
P.O. Box, 33, Telephone No. 12

DEATH.

On the 26th July, at the Peak Hospital, Mr.
Max Hunsenb., aged 22 years. Deeply regretted.
The cortege will pass the Monument at 9 o'clock
this morning. (1823)

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 26th JULY, 1904.

MUCH has been written on the connection
of India with the Mediterranean by rail
since some seventy years ago. Major, after-
wards Lieut.-Col. CHESNEY, first mooted the
project of a Euphrates Valley railway. For
various reasons little has, however, been
done. Although with an instinct, not
altogether untrue, Lord PALMERSTON always
opposed the then French project of the
Suez Canal, and openly expressed his pre-
ference for the Railway, many obstacles
intervened, which prevented the latter ever
becoming *un fait accompli*. Equally im-
perial in his ideas, but infinitely more
astute, Lord BEACONSFIELD seized the op-
portunity offered of obtaining a predomi-
nant interest in the affairs of the Canal,
and as the Canal did for the time serve all
purposes, and actually formed the quickest
means of communication with India, Eng-
land was very well content to let matters
rest, the more especially as in the mean-
while she had become practically possessed
of the political control of Egypt. It was
not, then, till Russia succeeded in construct-
ing a line through Siberia to Eastern
Russia, and England's rapidly of com-
munication with the Far East was chal-
lenged, that the old topic again forced itself
into consideration in Great Britain.

Inspired with emulation on the successful
attainment of her object in the completion
of her new line to Eastern Asia, which
Russia saw would enable her to interfere

with greater ability in the affairs of China,
whose fertile lands had already aroused her
insatiable greed, Germany thought the time
had come. She accordingly traced out a
line to continue her present system in
Western Anatolia to the mouth of the
Euphrates, and obligingly asked England
and France to assist in the financing. At
first, thinking that the formation of the
railway would tend towards rendering Ger-
many independent of Russia; and that in
her own interests she would feel disposed to
restrain any further encroachments of that
Power, England and France were disposed
to lend a helping hand. Such, however,
was far from Germany's intention; and on
its being suggested to her that she would
be required to undertake that no preferential
treatment would be permitted, and that
both countries should be adequately repre-
sented on the direction, she declined both
proposals. This rendered the assistance of
either out of the question, and the scheme
eventually collapsed. Preferential treat-
ment for traffic from Central and Eastern
Europe was, in fact, the backbone of the
affair, and every obstacle was to be
placed in the way of traffic from the
two western countries. Its collapse,
however, has had the useful effect of
once more attracting English attention
to the subject, but as yet without the
result of bringing forward any notable
scheme. With Russia, in fact, dominant
in Armenia there is but little ground left,
and any line starting from the eastern ex-
tremity of the Levant would offer few ad-
vantages over present routes to compensate
for its political drawbacks. An extension
of the present Egyptian railways to Suakin
has indeed been suggested, and would un-
doubtedly shorten by some eight hundred
miles the present sea voyage to India, but
half the Red Sea would still remain to be
traversed, and it is very doubtful if the bare
advantage of shortening the ocean voyage
would compensate for the extra expense of
making practically a new port, in addition
to the breaking of the voyage. Under exist-
ing political conditions no port south of
Suakin is feasible, so that apparently the
Empire must wait for some very decided
change in the political position before Eng-
land will be able to acquire for herself a
practical land communication with her
greatest dependency.

Recent improvements in land locomotion
have thus not been altogether in favour of
England, and she has had perforce to stand
by while other nations, by nature more
favourably situated, have been enabled to
take advantage of those opportunities. It
was, of course, by taking timely advantage
of the ocean that Great Britain was able to
consolidate her great possessions in the East;
she has momentarily found the record for
speedy delivery of the mails in the Far
East passed out of her hands, and this, though
as long as she possesses in her own hands
the telegraphs and the command of the sea,
is of secondary importance, yet is not con-
sonant with the position she holds amongst
nations. Naturally, then, as the present
contract for carrying the Eastern Mails is
on the verge of expiry the British Govern-
ment has hesitated in renewing it on pre-
sent lines, although for the moment it has
insisted on shortening the time for delivery
in the East by some twenty-four hours. In
view of the changes made elsewhere this
expedition seems but a small matter, but as
it involves sea carriage at the rate of some
seventeen miles an hour it is evident that
on existing routes the limit of acceleration
has been almost reached, and is already in
sight. An Austrian engineer has proposed
a new route traversing the Khamates of
Central Asia, and then climbing the Pamirs
and reaching China by way of Kashgar or
Yarkand. In the present position of the
political world such a line would be con-
trolled by Russia, and would, of course,
be principally used by her for aggressive pur-
poses. We know from her present manage-
ment of her line through the Khamates
what that would imply for travellers other
than Russian. A line over the Pamirs
where the passes are upwards of 16,000
feet high involves engineering issues
quite beyond our present experience. As
far as England is concerned the
line may at once be ruled out of
the competition which must be confined
within the limits of 15 degrees and 35
degrees north latitude. The proposed
German line between the 40th and 30th
has already for reasons mentioned been
declined, so that practically no alternative
is left except a line of railway crossing
Arabia. A very few years ago, both physi-
cally and politically, such a line could not be
considered as within the limits of practical
politics, but events have been marching,
which certainly have a tendency to remove

the most formidable of the difficulties. In
1863, when W. G. PALGRAVE crossed the
whole breadth of Arabia from the Red Sea to
Bahrein in the Persian Gulf he found a well
watered country, admirably suited for the
construction of a railway. At the time it
was dominated by the rule of the fanatical
Wahabee dynasty, but the inhabitants were
weary of the bigotry of the rulers, and the
kingdom was already decadent. Since then
Wahabee influence has still further declined
and of late years has not attempted inter-
ference with commerce. PALGRAVE found the
people everywhere keen traders, and had no
difficulties with the people, who indeed
throughout screened him from the minions
of the government. Now within the last
three years, without any conscious effort on
the part of the Indian Government, our
relations with these tribes have entered into
a new phase; Turkey recently has been
encroaching along the Eastern Coast, which
came to a climax last year, when by the at-
tempted closure of Kocit we were brought
into unpleasant contact with the intruding
Turkish fleet. As we had always communi-
cated with the ruler of Kocit as a perfectly
independent potentate, and as under his
friendly auspices relieved from Wahabee
interference British trade with the interior
of Arabia had been largely increasing, the
commander of the British fleet had orders
if necessary to interfere by force of arms.
The result has been the growth of a marked-
ly friendly feeling, and an expressed desire
to facilitate intercourse.

Now it so happens that this track across
Arabia from Bahrein to Mejaz on the Red
Sea is actually the most ancient trade route
of which we have knowledge; it was by this
route that some seven thousand years ago
civilisation was introduced into ancient
Egypt, and it was by this road that bronze
first found its way to Phœnicia, and thence
by Tyrian and Carthaginian traders was
carried all through Europe. The opening
up of the route would then be only a return
to primitive conditions. From Alexandria
to Bahrein by this road would be about
1,200 miles, and from Bahrein to Karachi
about 1,100, so that the total distance from
Alexandria to India would be about 2,300
miles as against some 4,600 by the ocean
route. The saving of time from the sub-
stitution of railway for steamer transit
would be in a greater proportion.

The subject of a trans-Arabian railway is
not of course one that stands out self
recommended for immediate adoption; on
the contrary, like the Cape to Cairo
project, it is one where much opposition
and many serious difficulties will remain
to be overcome before it even enters
on the arena of practical discussion. Still,
however inchoate, it is hoped that like
the other, first launched as an almost
quixotic essay, it may be influential in
directing men's minds beyond the imme-
diate present to what in the present ever
changing world of politics may shortly
become a potential eventuality. If the
Cape to Cairo route, but two years ago
nothing more than the baseless fabric of a
dream, have already advanced to bridging
the Zambesi, why should its legitimate suc-
cessor, a railway from Cairo to Calcutta,
be refused at least fair discussion?

Chinkiang is suffering severe drought.

At Amoy the other day a Chinese woman was
killed by lightning.

Ceylon has decided to adopt the "Finger
Print" identification system for criminals
instead of the "measurement" system formerly
in use.

It is now stated that the *Malacca* was seized
on information from Antwerp that she was
carrying ammunition, and some iron work for
a crane at Moji Japan.

The *Singapore Free Press* sees in the Japanese
diligence to stop blockade runners an indication
that Port Arthur is not to be attempted by a
coup de main, but besieged.

Field Marshal Sir Evelyn Wood will, so the
Exchange Telegraph Company states on what
it believes to be good authority, vacate the
command of the Second Army Corps on the
conclusion of the training on Salisbury Plain
in August.

The British sailing ship *Howard D. Troop*
may yet be heard of. *Bounty*-wise. A dozen of
her crew, a piratical-looking lot, have been
incarcerated in Shanghai for insubordination.
On their release, one of them stabbed the second
mate, Mr. Gray.

News of the Count de Lesdun, who left
Peking last month on a journey of scientific
exploration, has been received by the *Courrier
de Tientsin*. He arrived at Hsien-hua, where
he left the Kalgan Road and turned westward
toward Ta-tung-fu.

Major R. J. Ross, of the 4th Middlesex
Regiment, has been appointed Deputy Assistant
Quartermaster General at Hongkong.

"The Major" in "Musculine Modes" says
that baggy flannel trousers look very incon-
gruous this summer. We may add that at
Hongkong waistcoats sometimes appear irra-
tionant.

This is the return of visitors to the City Hall
Library and Museum for the week ending the
24th July, 1904:—222 non-Chinese and 74
Chinese to the former, and 94 non-Chinese and
1,595 Chinese to the latter institution.

"The ultimate defeat of Russia by the
Japanese," says the private secretary of the
Russian Minister of the Interior, "is impossible,
both from a philosophical and an historical point
of view." He omits any mention of the military
point of view.

Count Gallina, Italian Minister at Peking,
has been appointed Italian Ambassador at St.
Petersburg. He will be replaced in the
Chinese capital by Signor Baroli, Councillor of
Legation, who has been promoted to the rank
of Minister.

No. 9 of the *Yellow Dragon*, the Queen's
College magazine, reached us yesterday. The
report of the half-yearly examination is good,
92 per cent. of passes. There is a chatty de-
scription of "a Jaunt to Canton," and a Poe-like
tale translated from the French.

Messrs. Smart and McKinley (formerly of
Hongkong) were recently sued as the pro-
prietary of a Perthshire paper, for £500, for
alleged slander. The Sheriff-Substitute before
whom the suit was tried found for the
defendants. The plaintiff, a local magistrate,
appealed against the verdict, but the Sheriff-
Principal has upheld the decision.

We regret to state, says the *N.C. Daily News*
of the 22nd inst., that Mr. Robert Graham, the
chief officer of the C.N.S. *Shanghai*, who on
Monday made such a plucky attempt to rescue
two of the Chinese crew of that vessel from the
ballast tank and was himself overcome by the
fool air, died at the General Hospital on
Wednesday, aged 31 years.

The plague returns for last week show that
there were 25 cases, and all fatal. This brings
the number for the year so far to 453, of which
430 have been fatal. In the 48 hours since that
return, there were five Chinese dead of the
plague. During last week there was a European
case of enteric fever, which happily has not
proved fatal.

An exchange says "Owing to constantly
living in canoes a race of dwarfs in British
New Guinea are losing the use of their legs,
while their chests and arms are abnormally
developed." This Darwinism is a dangerous
thing. Owing to sitting so much in editorial
chairs, the scissors wielder is losing the use of
his head, while his *croupion* becomes abnormally
developed.

The *Sunday Sun* of Manila records with
satisfaction that one American firm on the
Island has prohibited the chit system, and adds
that "they will lose no good customers by it; if
it were not for the large percentage of loss
from bad chits prices would be much lower, but
now the good customer is obliged to pay prices
which cover the firm's bad business." Here is
a hint for some Hongkong houses.

H.B.M.'s Consul at Nanchang writes, on
the 13th inst., as follows:—I have the honour
to inform you that the ports of Canton, Hong-
kong, Swatow, Amoy and Foochow have been
declared infected and that vessels arriving here
from those ports after the 14th inst. will be
liable to quarantine for ten days counting from
the date of departure, after which they will be
admitted to pratique unless a suspicious case
occurs on board.

The death took place yesterday at the Peak
Hospital of Mr. Max Herfeld, of the firm of
Messrs. Arnold, Karberg & Co. Mr. Herfeld
had been in the East a little more than two
years, residing the greater part of the time at
Canton, where the unexpected news of his death
will be received by a large number of friends
with genuine sorrow, as it has been by his
friends in Hongkong. The funeral takes place
at the Happy Valley this morning, the
cortege passing the Monument at 9 o'clock.

It is suggested that the Royal Humane
Society's medal should be bestowed upon Colonel
Satow, of the Japanese Service, who rescued
General Sir Ian Hamilton from drowning, at
great risk to himself. Recognition of acts of
this nature has been known even between nations
that were actually at war with one another, and
neither the Russian nor anyone else could possibly
twist an acknowledgment of Colonel Satow's
gallant act into any violation of neutrality, or
even of the most perfect correct attitude
towards themselves. On the other hand, it
would certainly be received with much grati-
fication in Japan.

In the House of Commons on June 21st, in
reply to Mr. H. Samuel, who was inquiring
with regard to the pensioning of Crown Agents,
Mr. Lyttelton, the Colonial Secretary, said:—
When Sir P. Julian, who is still alive, retired
in 1879, he was awarded a pension of £1,200 a
year. At his request the Agents were authorised
to purchase for him a Government annuity
of that amount. Sir M. O'Mahoney, on his
transfer from the Crown Agency to be per-
manent Under Secretary in the Colonial Office
was allowed to draw £400 a year of the pension
to which he will ultimately become entitled, in
consideration of the fact that the salary of the
Permanent Under Secretary was less than his
previous emoluments by that amount, and this
sum of £400 is the only pension to a Crown
Agent which is at present being drawn from
the funds.

THE WAR.

[FROM OUR OWN CORRESPONDENT.]

RUSSIAN CRUISERS TO
DESIST.

LONDON, 25th July.

The *Malacca* proceeds to Algiers.
The Russian "Conference" at St.
Petersburg has decided to withdraw
its authority from the volunteer
cruisers to make such seizures. Mean-
time, the *Smolensk* has seized the
British steamer *Arctura* in the Red
Sea. The German steamer *Scandia*,
which was taken to Port Said by a
Russian crew, has been released there.

THE VLADIVOSTOCK
SQUADRON.

LONDON, 25th July.

The Vladivostock squadron, during
its last excursion, has sunk the
American steamer *Knight Commander*
(which left Manila for Japan on the
11th instant), and taken British and
German steamers (unnamed) to
Vladivostock.

[REUTER'S SERVICE.]

THE TSAR'S INTERVENTION.

LONDON, 23rd July.

Reuter's correspondent in St. Petersburg
says it is stated that the Russian promise
that no British ships shall in future be
interfered with by the Volunteer cruisers
is largely due to the influence of the Tsar,
with whom Count Lambsdorff consulted on
Thursday after an interview with the
French Ambassador.

WAR ITEMS.

RUMOURD SEIZURES.

A rumour was about the *Colony* yesterday
to the effect that the Swedish s.s. *Victoria* and
the Norwegian s.s. *Daphne* have been seized up
North by the Japanese.

It is also rumoured that the s.s. *Fu Ping*, be-
longing to the Chinese Engineering and
Mining Co., has been seized by the Japanese.

The *Victoria* is a vessel of 980 tons net. She
was built at Elsinore in 1884.

The *Daphne* is a vessel of 988 tons, and was
built at Newcastle-on-Tyne in 1900.

LATE TELEGRAMS.

Up to the 18th inst. the Japanese had buried
two hundred Russians at Motienling, and made
sixty-one prisoners, including thirty-two wound-
ed. H. M. the Emperor has sent a message to
the Second Division warmly appreciating its
successful repulse of the Russians at Motienling.
—[N.C. Daily News.] Further telegrams to
the same paper say Port Arthur is to be
bombarded soon; that the Vladivostock squadron
was demonstrating on the Pacific side of
Tsugaru on July 20th; and that the Russians
sank the *Takashima Maru* on the morning of
the same date.

THE "HIPSANG."

It appears the steamer *Hipsang* did not
strike a mine, but was captured. The crew
have been released.

The *Hipsang* was of 1658 tons register, and
her foreign officers were Captain Bradley; Mr.
A. G. Smith, chief officer; Mr. A. J. Cart-
wright, second officer; Mr. F. J. Collier, chief
engineer; Mr. H. Watson, second engineer;
and Mr. W. Bishop, third engineer.

THE "TAKASHIMA."

On the 23rd inst. at 6.30 a.m. a Japanese
steamer, the *Takashima Maru*, 318 tons, was
sunk by the Vladivostock squadron off Isaya,
about 25 miles east of Hakodate. The crew
landed at the promontory of Yesan to take
shelter, and they are all safe.

VOLUNTEER CRUIZERS.

It is interesting to notice that Dr. T. J.
Lawrence in his valuable and authoritative
text-book "The Principles of International
Law," foresaw clearly in 1895 the difficulty that
has now arisen. He says: "In the winter of
1877-1878, when there was imminent danger of
hostilities between England and Russia, the
latter Power accepted the offer of a patriotic
association to create a Volunteer Fleet, the
vessels of which were to be purchased by private
subscription, but made over to State control
during the contemplated war, and commanded
by officers of the Imperial Navy. Fortunately,
the questions at issue were settled without
further fighting by the Treaty of Berlin,
but the Russian Volunteer Fleet survived the
circumstances which gave it birth, and
exists at the present time. It receives an
annual subsidy from the Government on
certain conditions as to the number and
efficiency of the cruisers, and some of its ships
are regularly employed in carrying con-
victs and soldiers from the Black Sea ports
to Siberia. The Sultan has been constrained
by diplomatic pressure to regard them as
merchant vessels, in order that they may freely
pass the Dardanelles and the Bosphorus, which
are closed in time of peace to the men-of-war of

(Sd.) C. P. CHATER

" Ho Kai

" Wei Yuk

" Box, Shewan

" G. Stewart

" W. J. Gresson

His Excellency F. H. May, C.M.G.,

Officer Administering the Government.

The following answer was made:

Government House, Hongkong, 25th July.

GENTLEMEN.—I have received with much

gratification your letter of the 23rd instant in

which you are good enough to record your

appreciation of the manner in which I have

administered the Government of this Colony

during the past eight months. Permit me to say

that if I achieved any success it is in a large

measure due to the loyal and willing co-operation

which I have at all times received from you.

I am sensible that I owe this Colony very much.

If I have in some measure diminished the

debt I am not ungrateful that there remains

a large balance against me in the account which

it will ever be my earnest endeavour to dis-
charge. I thank you for the kindly references

you made to Mrs. May, and I can assure you

that she appreciates them no less than I do.—

I have the honour to be, Gentlemen, Your most

obedient servant,

F. H. MAY,

Officer Administering the Government.

To the Honourable Sir C. P. Chater, Kt.

C.M.G., Dr. Ho Kai, Wei Yuk, Robert

Shewan, Gershom Stewart, W. J. Gresson.

Foreign States, and this circumstance will prove embarrassing should Russia wish to claim for them the position of lawful combatants in some future struggle. The embarrasment predicted by Dr. Lawrence has arisen, and Russia has cut the knot by persuading the Porte to allow these steamers to pass as being simply merchant steamers bound with coal to Vladivostok; a breach, not merely of international law, but a breach, the *N. C. Daily News* says, of a treaty made possible by an act of deceit.

THE JAPANESE "DISASTER" EXPLAINED.
The explanation of the reported destruction of the 23,000 men of the Japanese Army nesting Port Arthur is now thought by the *Singapore Free Press* to be as follows—General Noji was not satisfied with the progress that was being made towards the reduction of the fortress, and spoke in very forcible terms to his men. A Russian spy overheard the remarks and reported to headquarters that the whole Japanese army had been "blown up."

PORT ARTHUR DIFFICULT.
A Ceylon paper publishes an extract from a private letter from Chiofo to a friend in Ceylon which puts the position at Port Arthur thus: "I dare say you know more about the war than we do here, close as we are to it, and I am very sure you got more accurate information. Every junk arriving from Newchwang tells a different tale. But I notice from home papers they seem to think Japan is going to walk into Port Arthur almost at once. If they do it will be a lasting disgrace to the Russian Army. Why, we kept the Boers out of Ladysmith for months, and yet that was an unfortified town in a plain surrounded with hills in possession of the enemy. Port Arthur is like the rocks at Coesoo. It is almost impregnable, yet to hear people talk one would suppose the Japs had only to look at it for it to capitulate. In my opinion—and I have been to Port Arthur—it will not be taken by direct assault unless the defenders are exhausted after a long siege. Here we talk of the war lasting over the winter and well into the next year!"

BEZOBRAZOFF'S RAID.
The following report, dated July 25th, was sent by Admiral Skrydloff to the Tsar relating to the operations of the Vladivostok squadron:—The torpedo-boat flotilla and the transport *Zena*, under the command of Captain Baron Laren, reconnoitred Gensan, but no Japanese warships were found there. A coasting steamer and a schooner were destroyed after their crews had left the vessels. The flotilla also fired upon and destroyed many lighters lying close inshore. In the Japanese settlement and on the hills Japanese troops were observed mustering. They soon began to fire at our torpedo-boats, which responded and drove them away, afterwards burning down their barracks with shell fire. Our boats suffered no damage. The cruise, squadron, under the command of Admiral Bezobrazoff, passed the Korean channel on July 1st, but retreated on encountering seven large Japanese warships (4 armoured cruisers and 3 battleships) and one or two torpedo-boats. The Japanese pursued and fired at a distance of eighty cables, but without result. Our squadron did not respond. At 8 p.m. eleven torpedo-boats appeared, and made an attack upon our squadron, but again without result. Admiral Bezobrazoff believes that two Japanese torpedo-boats were sunk by the fire of our squadron. No sign of the enemy was visible on the following morning. Our squadron suffered no damage and no casualties. The British steamer *Chettanah*, which our squadron captured in the Japan Sea, arrived at Vladivostok on July 25th. The steamer was on her way from Otaru to Fusan with a cargo of sleepers and timber for the Seoul-Fusan Railway.

MRS. MAY'S "AT HOME."

Mrs. May's "At Home" at Mountain Lodge, was held yesterday afternoon. Though occasional bluntness of mid-tailed across the gardens the air was not too moist, and the coolness, moreover, made things very pleasant. The grounds, recently skilfully laid out by the Botanical and Afforestation Department, made a gay picture. Some 400 guests were present. Two tennis courts, an "Aunt Sally," and a bicycle track were kept in full swing. The function lasted from 4 p.m. to about 6.30 p.m. The Band of the Sherwood Foresters was in attendance. The bicycle competitions and their results were as follows:—

1. Slow and bending race (for ladies). The conditions were—Competitors to ride a given distance, passing through certain obstacles, and the one who is the last to pass the judge wins. No stopping or dismounting allowed. Each competitor to keep inside her own boundary lines. Winner, Mrs. Hastings.
2. Matching the colour race (for Gentlemen nominated by ladies). Each competitor to ride to a certain spot. He will there find a parcel containing a colour. This he must unpack and take the colour back to his nominator who will be holding a bundle of colours. The gentleman to match the two colours and ride back to the judge. No assistance may be given the gentleman while he is matching the colours. Winner, Mr. Doran, nominated by Mrs. Chichester.
3. Question and answer race (for gentlemen nominated by ladies). The competitor to fetch an envelope which contains three questions. He will take this back to his nominator who without any assistance, has to answer these. The first home with the most correct answers to win. Winners: Mrs. Hastings and Mr. Johnston.
4. Potatoes (for ladies and gentlemen in pairs). Ladies start, carrying potatoes in spoons, and ride one length of the course, where they hand the spoon and potato to the gentleman, who rides back with it. The lady meets him again at the start and repeats as before. Length of race 4 lengths. Winner: Mr. Doran, nominated by Miss Berkeley.

CANTON NOTES.

[FROM OUR CORRESPONDENT.]

July 23rd.

RAIN AND THE PLAGUE.
The heavy rains continue with us, and half the country-side is flooded. It is to be feared that the crops will be damaged, but so far the rice harvest has been excellent, as mentioned before. Against this damage to crops must, however, be set the immunity from epidemic disease. Plague has now entirely ceased, not only in Canton, but in the neighbouring great city of Fatsien, where it was very bad until lately. The rains later in the week will free the cities from disease.

PIRACY.

During the past three weeks three launches flying the British flag have been pirated in the neighbourhood of Samshui. No harm was done to the crews, and no great loss was incurred, but it is evident that notwithstanding periodic suppressions, the pirates return to their business.

THE REBELLION IN KWANGSI.

The most serious news received of late is that of the mutiny, or rising—for both elements seem to have existed—at Luchoo. This affair is by now well known in Hongkong, but some additional details may be given. The soldiers, joining forces with the rebels, seized a very large sum of money, the lowest estimate is one hundred thousand taels, and carried off five hundred women into the bargain. The local magistrate, who seems to have been very unpopular, was warned in time, and escaped into the hills. The rebels were very anxious to capture him, and he only escaped ultimately by disguising himself as a servant.

The Viceroy regards the affair as being very important, for he has gone up to Wuchow. He left on the 17th in a tug with an escort of three cruisers, and will probably remain in Kwangsi for some time. There can be no doubt that the Luchoo mutiny is causing serious anxiety to the officials. The rebels have gained money and arms in large quantities, and will become more confident and aggressive than they have been hitherto. Unless trustworthy troops can be found to put down the rebellion, there is no telling where it may end.

[FROM THE "CHUNG NGOI SAN PO."]

A BANDIT BATTUE.

Viceroy Shun, who is on the way to Kwangsi to take command of the soldiers personally to suppress the bandits, arrived at Wuchow on the 19th inst. His Excellency proceeded to the Yamen of the provincial Examiner, where he is now temporarily taking up his residence. He will start for Kweilin in a day or two, and has drawn from the Canton Treasury four hundred thousand taels to meet the war expenses, and further ordered to raise a sum of three hundred thousand taels for the same purpose.

THE SORROWS OF CHINA.

Some time last month a large band of robbers made an attack on the Yu-Lung village in San-Tak district. They broke into the houses of a rich man named Fung, from which they carried away by force the owner together with his son and a visitor. The robbers asked twenty thousand dollars for the ransom of the captives, but as their request was not complied with, they killed the rich man and hung the corpse on a tree at the entrance of the village.

FLOODS.

Some two weeks ago a flood suddenly appeared in Te-Shing district on the West River, caused by the recent heavy rain. The water was about ten feet high above the level. The number of houses destroyed was sufficiently large to render many people homeless. Luckily the flood made its appearance in daytime, so that all the people could make good their escape.

ABOLISHING SINECURES.

An Imperial edict was issued on the 10th instant abolishing the post of the superintendent of Customs of Canton, the duties of which are to be amalgamated with that of the Viceroy. The edict further commanded the viceroys and governors of different provinces to abolish all other useless posts.

MISHAP TO THE "PRINZ HEINRICH."

Messrs. Melchers & Co., agents of the Norddeutscher Lloyd, kindly forward us a copy of the following telegram:—

"Colombo, 24th July.
"The s.s. *Prinz Heinrich* has returned to Point de Galle leaking. She struck a rock and will be delayed for three weeks. Mails and passengers will be forwarded by the Messageries Maritimes s.s. *Polynesien*.
The N. D. L. twin screw s.s. *Prinz Heinrich* is a well-known steamer at Hongkong. She was built in 1894, entirely of German material, at Mr. F. Schichan's yard, Danzig. Her length is 460 ft.; beam, 52 ft.; and depth, 32 ft. She has a carrying capacity of about 6,263 tons. She has two independent sets of engines, aggregating 6,000 i.h.p.
Point de Galle is a seaport on the south coast of Ceylon. It is situated 16 miles S. by E. of Colombo, which has superseded it as a place of call for mail steamers to the Far East."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 11.00 a.m. The barometer has risen slightly in Mid China and fallen generally elsewhere, but particularly over the Pacific, to the East of Formosa, where a typhoon is at present raging. The direction of the typhoon is towards the N.W.
Gradients are very slight on the China Coast, but may be expected to become rapidly steeper, and strong N.E. winds may be anticipated in the Formosa Channel. Over the China Sea the same light S. to S.W. winds will prevail.
Forecast:—Light S. to S.W. winds, fine.

POLICE COURT.

Monday, 25th July.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

SAID TO BE LOOT.

Two Russians were charged by P. Sergeant O'Sullivan with unlawful possession of six pearls, valued at \$1,400.

Madame Papier, of the Colonial Hotel, acted as interpreter.
The defendants, who said the pearls were a part of the loot at the Siege of Peking, were remanded.

DEACONS.

Six Europeans were charged with sleeping in a marsh on military land. They were fined \$5 or seven days imprisonment.

One of the men was also charged with failing to return to the House of Detention. For this offence he was sentenced to 21 days' imprisonment.

A BIG HAUL.

Three men were charged with stealing 143 watches from Mr. J. A. Rombach, a merchant residing No. 17A, Queen's Road Central. The house was broken into. The first defendant, who was arrested at Wanchai and found in possession of two watches, admitted the charge. He said that at the time of robbery he was posted at the door to receive the goods. The other two defendants, who were arrested at Queen's Road East, pleaded "not guilty."

The case was remanded.

ALLEGED TRIADS.

Fourteen men were charged on remand with being Triads. Mr. E. R. Hallifax, Acting Deputy Superintendent of Police, prosecuted.

An account of the raid has already appeared in our columns. There were more than thirty "exhibits" in the case. They included a number of paper flags, a bowl of samshui mixed with red paint, cups of samshui, tea, mela seeds, joss-sticks, candles, a yellow paper document, a pair of scissors, a bowl covered with paper which was pierced by the ends of joss sticks, books, &c. &c.

Inspector McDonald gave evidence regarding the prisoners, and then a Chinese constable explained how he had climbed on to the verandah and looked through a crack in the shutters to see what was going on inside. The first defendant, a *Yahong* in the Water Police, was sitting near the table with a red band around his head, and a sash across his body from the shoulder. In his left hand he held a pair of slippers, and in his right a book from which he was reading. Three men were kneeling in front of him, with their hair hanging down over their shoulders. The others assembled there were sitting down listening. To the right of the first defendant was a bamboo hoop, with red paper and rag attached to it, hanging on the wall. He broke into the room with an Indian constable, blew his whistle, and the other policemen rushed into the room. The men tried to escape, but offered no violence.

The case was remanded.

A CHINESE TRAIT.

On the 30th there will come up on remand a curious case for final disposal. The other day a Chinese visited Samsui Police Station and asked for a warrant for burying a dead body. Sergeant Gordon not only assented to the request, but said he would go with the applicant and inspect the corpse. The applicant led him to a small mendicant boat which was deserted by all but its supposed-to-be-dead occupant, but when the Chinese lifted the mat, covering the remains he exclaimed, "Why, the man's alive," and ran off in a hurry. The sergeant went in pursuit and collared the man, who then and there confessed that he had been paid \$2 by two men in a neighbouring undertaker's shop to go to get a burial warrant from the Police Station. He conducted his captor to this shop and the two men were taken into custody also. From their statements it appears that they had been paid \$25 by a Chinese woman who was an old sweetheart of the dying man, to take his body away and get it buried after he should be dead, his death presumably being considered inevitable. When found in the mendicant boat, however, he was not in such an evil case after all, was removed to hospital, and is now reported to be doing well. A rather strange aspect is lent to the affair by the fact that when discovered in the sampan his hands were bound.

MARINE COURT.

Monday, 25th July.

BEFORE HON. CAPT. L. BARNES LAWRENCE R.N. (MARINE MAGISTRATE).

CAPTAIN V. CREW.

Mr. C. E. Cox, master of the British s.s. *Ascot*, charged his Chinese crew, consisting of the boatswain, three quartermasters and five sailors, with wilfully disobeying his commands aboard his steamer, in Victoria Harbour, on the 22nd and 23rd inst.

Complainant, sworn, deposed that on the 22nd inst., while bringing the vessel into dry dock at Kowloon, he saw one of the quartermasters, Ho Mok by name, displaying a threatening attitude towards the second mate. When in dock the second mate told him that Ho Mok would not do what he was told, and had challenged him (the second mate) to fight. While remonstrating with Ho Mok about his conduct the boatswain, Chan Chee, without any reason interfered, saying that he wanted to leave the ship and that he would get all the men to leave with him. The boatswain subsequently told all the men to knock off work. They had been told by the assistant shipping master to "turn to" again, but had not done so. That morning (25th inst.) they again went to the Shipping Office to be paid

off, but witness told them they must remain in the ship. They refused to do this, and said they would take the consequences.

The boatswain said that by the terms of agreement he could be discharged when he liked. Complainant explained that the agreement, a two years' agreement, had been read to the defendants by the acting shipping master.

The boatswain said he did not return on board because he did not think he would live.

The other defendants said they did not return because they did not wish to.

The boatswain was sentenced to 14 days' imprisonment and fined two days' pay, and the others were sentenced to seven days' imprisonment and fined two days' pay.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P. & O. steamer *Nubia* left Singapore for this port on the 24th July, at 2 p.m., with the outward English mails, and is due here on the 29th July, at about 10 a.m.

The I.G.M. steamer *Prinz Regent Luitpold* left Koba via Nagasaki and Shanghai on the 25th July, and may be expected here on Tuesday, the 2nd August.

The I.G.M. steamer *Preussen*, which left here on the 2nd July, a.m., arrived at Shanghai on Saturday, at 5 p.m.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 8.30 a.m. on Saturday, the 23rd July, and left again at 6 p.m. same day for Hongkong, where she is due to arrive at 6 a.m. on Tuesday, the 26th July.

The C.P.R. steamer *Athenian* arrived at Shanghai at 8 a.m. on Sunday, the 24th July, and left again at 3 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on Tuesday, the 26th July.

The Ben Line steamer *Benzonrich*, from Antwerp, London and Straits, left Singapore on the 23rd July, and is due here on the 29th July.

WEATHER AT SEA.

Moderate S.W. monsoon and fine weather is reported by arrivals from all directions.

MISCELLANEOUS.

The C.P.R. *Tyrol* arrived from Vancouver with the mail yesterday.

The *Yenta* arrived from Cardiff yesterday with 5,170 tons of coal.

The Rand coal-transport *Tweeddale* arrived from Durban in ballast yesterday.

The M.M. *Toucan*, from Marseilles, brought 234 bags of mail for Hongkong and Manila.

The M.M. *Tonkin* arrived yesterday from Japan and Shanghai.

The *Tyr* arrived from Hongkong yesterday with 3,113 tons of coal, for Messrs. Shaw, Tomes and Co.

The *Orange* arrived from Bangkok yesterday with 1,400 tons of rice for Messrs. Sander, Weller & Co.

THE "MOBELL BAY."

The *Tweeddale* reports having spoken the barque *Mobell Bay*, of Glasgow, in Lat. 18° S., Lon. 84° 10' E. She was heading south and reported all well.

NAVAL NOTES.

"CENTURION'S" GUNSHOTS.

A communication to the *London Daily Mail* from a naval correspondent at Hongkong reflects upon the condition of the first-class battleship *Centurion's* gun-sights. When six months ago this ship was despatched to the Far East there were circumstances reported to the effect that she had sailed with her gun-sights in thoroughly defective order, but until the crucial test of prize-firing had been applied it was impossible, in view of the official assertions, to believe that these reports rested upon solid foundation. Now, however, that test has been applied, and a Hongkong correspondent gives the actual hits scored:—Fore-turret, firing with two 10-in. guns, 13 rounds fired, no hits. After turret firing with two 10-in. guns, 15 rounds fired, no hits. Total percentage of hits made by heavy guns to shots fired, seven; or one-seventh the average for smart ships in the service. Casemate guns (6-in. quick-firing), shots fired, 98 from 10 guns; hits made, 28. Percentage of hits, 27, or 23 under what would be expected from a smart ship. Three of the 6-in. guns fired between them 33 rounds without making a single hit on the target. The firing took place at Mrs Bay on May 4-6. The gunners, firing were good shots, and have done well in other vessels, whence it is fair to conclude that they were so handicapped by the sights of the guns as to be virtually helpless. The deplorable figures obtained by the *Centurion's* guns have caused a great sensation in the China squadron. The two fore-turret 10-in. guns, which did not obtain a single hit, are the guns whose sights have been examined from time to time by various expert officers in the fleet, who have reported unfavourably upon them. At present, on the above figures, the *Centurion*, remarks the *Daily Mail*, is not an effective unit in the British fleet.

The *Terrible*, cruiser, was commissioned at Portsmouth, on 21st ult., by Captain A. T. Stuart to convey relief crews to the *Albion*, battleship, and the *Robin*, shallow-draught steamer, on the China Station.

SENIOR NAVAL LORD.

Admiral Sir John Fisher, the new Senior Naval Lord, has, at one time or another, held almost every important position in the Navy afloat and ashore. Of all things he is a strong man, with broad and decided views, and a manner suggestive of the war admirals of golden days. Born in 1841, he went to sea as a naval cadet at the age of thirteen. Before he was fourteen he had seen service in the Crimea. Then, as lieutenant, he helped his country against the Chinese, being present at the capture of Canton and the Peiho forts. In 1882 he took part in the Egyptian war, being in command of the *Infatigable* at Alexandria, after-

BATHING PARTIES

Offer Splendid Materials for Picture Making. Take a KODAK with you.
KODAKS from \$5.00 to \$100.00.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 16th July, 1904.

wards landing with the Naval Brigade and having charge of the armoured train. In all these operations he revealed great resourcefulness, pluck, and endurance, and showed qualities which, in spite of his reputation of being a disciplinarian, won for him great popularity with both officers and men.

CHINESE LABOUR FOR THE RAND.

DISCUSSION IN PARLIAMENT.

In the House of Lords on 20th ult. there was discussed at considerable length the question of the introduction of Chinese labour into the Transvaal.

Lord Coleridge, who opened the debate, moved an expression of regret for the action taken by the Government. He dwelt on the conditions of labour, and the excessive death rate; but it was not, he said, a question whether capital alone, uncontrolled by any political or moral considerations, was to dictate the destiny of South Africa. We had broken down one oligarchy, but we had set up another infinitely more intolerant, unscrupulous, and dangerous to the Empire at large.

Lord Harris, as a director and chairman of two Transvaal Trust companies, gave some information as to the work of the natives in the new mines, and stated that the men in control of the mines, and who managed them, were profoundly indignant at the suggestion of being slave-drivers or slave-owners.

After some remarks from Lord Norton,

The Duke of Marlborough read a telegram he had received from the Governor of Hongkong, to the effect that the emigrants were being thoroughly aware of the condition about taking out their families, and special preparations for their doing so were made on board, but none took advantage of it. The Government believed that great benefit would be the result of the arrival of the Chinamen at the Rand.

Earl Carrington suggested that the regulations under which Chinese labourers were taken to South Africa were contrary to the Common Law of England.

Lord Onslow protested against the insinuation that the Government were not fully alive to the interests of the natives in South Africa, and did not think it would be found that Lord Coleridge had any ground for the accusation he had brought against the Government. It was the firm determination of the Colonial Secretary that nothing should be left undone to persuade the mine-owners to do everything they could to make the conditions of work for their men more favourable than they had been in the past.

Lord Ripon then addressed their Lordships, and the motion was thereafter negatived without a division.

In the House of Commons on the 22nd question time was largely taken up with matters connected with the same subject. Mr. Lyttelton was closely pressed as to the minimum wages offered to Kafir and Chinese labourers respectively, and said he did not think a minimum wage of 30s. a month to the Chinaman compared unfairly with a minimum wage of 45s. to the Kafir.

Major Seely asked whether, in view of the repeated statements that the majority of the people of the Transvaal were opposed to the introduction of Chinese indentured labour, Mr. Lyttelton would give instructions for a vote by ballot to be taken, in order to fulfil the pledges given by the late Colonial Secretary.

Mr. Lyttelton replied that a repetition of statements which were believed to be inaccurate did not alter the decision of His Majesty's Government, which had been communicated to the House on more than one occasion. He was therefore not prepared to give such instructions.

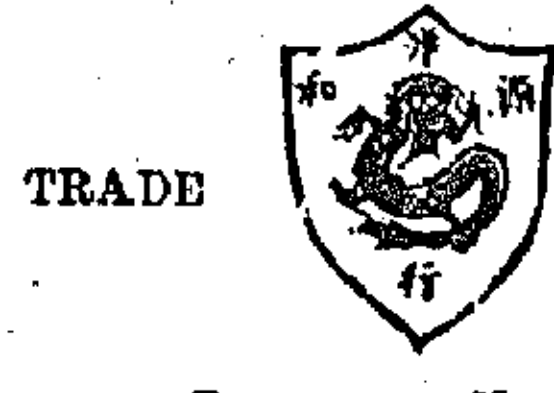
The Deputy-Speaker ruled that the outbreak of beri-beri among the Chinese coolies recently arrived in South Africa could not be discussed on a motion for the adjournment of the House, as the subject was covered by resolutions of which notice had been given.

The ruling of the right hon. gentleman was received with great displeasure by the Opposition. Mr. Balfour was appealed to, and he suggested that the subject should be gone into when the vote for the Colonial Secretary's salary came on for discussion. Various points of order were submitted to the Deputy-Speaker, and the incident closed in clamour.

MILITARY.

THE INDIAN CONTINGENT IN CHINA.

In the House of Commons on the 23rd ult., in answer to Sir S. King, who asked whether the attention of the military authorities in India had been called to the insalubrious state of the quarters and barracks of British officers and native ranks of the Indian contingent quartered in China at Shanhaikwan, Tientsin, and other stations, Mr. Arnold-Forster said—Money has been taken in Army Estimates for the improvement of the accommodation at Peking and Shanhaikwan, but there is no information at the War Office to show the exact progress made with the work. Further, no recent information as to the health of the troops has been received at the War Office, as the returns are sent to Army Headquarters in India; but the question is one of importance, as it concerns the health of officers and men, and I will cause further enquiries to be made.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

THE
ROBINSON
PIANO Co. LD.

UPRIGHT IRON
GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDED ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY

PRICES \$400: Upwards.

BABY
GRANDS
ONLY 5 FEET LONG..

Hongkong, 9th June, 1904.

[1409]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February

1940

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. London's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE HONGKONG, CANTON & MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th AUGUST, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 26th July, 1904. [1820]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 27th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the undersigned.

No Fire Insurance will be effected.

DAVID SASSOON & CO., LD., Agents.

Hongkong, 25th July, 1904. [1819]

STEAMSHIP "TOURANE,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. *Memphis* and *Griffin*, from Havre ex s.s. *Meupha* and *Charente*, from Bordeaux ex s.s. *Ville de Cotte*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, "To-day," 25th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unclaimed after Tuesday, the 2nd August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd August, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 2nd August, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th July, 1904. [1820]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUTIALA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1904. [1821]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles—

NEW ADVERTISEMENT ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HALLOONG,"

Captain Crowe, will be despatched for the above ports TO-DAY, the 26th inst., at 11 A.M., instead as previously advertised.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 25th July, 1904. [1818]

ENTERTAINMENTS

THEATRE ROYAL CITY HALL.

THE TAIPEH DRAMATIC COMPANY.

TO-NIGHT (TUESDAY), 26th JULY.

THE WAR BETWEEN JAPAN AND RUSSIA.

The Comedy

"NATURAL AND UNNATURAL"

JAPANESE ANCIENT SONGS AND DANCES.

Plan at City Hall.

Prices.....\$3, 2 & 1.

Doors Open at 8.00. Overture 8.45 and Commence at 9 P.M.

Late Train and "Star" Ferry Launch after the performance have been arranged.

Hongkong, 26th July, 1904. [1832]

THE GREAT SENSATION AND

ATTRACTION IN THE EAST

NEVER SEEN IN HONGKONG BEFORE.

SIMONS'

GRAND PANOPTICON, MUSEUM, DIORAMA, CYCLOPAMA AND WAX-WORKS EXHIBITION.

Des Vaux Road, opposite Central Market.

TO-NIGHT! TO-NIGHT! TO-NIGHT!!!

FROM 6 TO 11 P.M.

and every day from 9 to 12 a.m. and from 5 to 11 p.m.

COME AND SEE

This unique and interesting Exhibition.

THE PANOPTICON.

A GRAND MARVELLOUS MAGNIFICENT AND EXTRAORDINARY SHOW.

ALL LIFE SIZE AND MOVING WAX FIGURES.

Made by the cleverest and best artists of Europe.

Hongkong, 25th July, 1904. [1809]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be given on the VOLUNTEER PARADE GROUND TO-MORROW (WEDNESDAY), July 27th, 1904, at 9 P.M.

Tickets, Price \$2 and \$1, may be obtained from Messrs. Kelly & Walsh, or Volunteer Headquarters.

If wet the Concert will be held in the City Hall.

Hongkong, 21st July, 1904. [1777]

THE UNDERSIGNED have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, TO-DAY (TUESDAY),

the 26th JULY, 1904, at 11 A.M., at the WATER POLICE STATION, Kowloon,

67 Bags SALT PETREE,

And

3 Bags SULPHUR.

TERMS—As usual.

TO LET

HONGKONG CLUB.

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd November, 1903. [174]

TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD.

Nos. 6 & 8, CASTLE ROAD.

Nos. 74, CAINE ROAD.

Apply to—

COMPRADORE DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 18th July, 1904. [430]

TO LET.

1ST and 2ND FLOORS, No. 34, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

THE YEE WO, No. 35, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

TO LET.

NO. 11, MOSQUE JUNCTION. Full View of Harbour.

NO. 52, HOLLYWOOD ROAD. OFFICES, CENTRAL POSITION.

And others to suit various requirements.

S. A. SEIT, Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 19th July, 1904. [73]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 28th March, 1904. [865]

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

No. 4, RIFON TERRACE.

No. 37, WONG-NEI-UNG ROAD, facing Raccoon-course.

FLATS in MOUNTAIN TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER), GODOWNS, PRATA EAST.

No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 9th June, 1904. [75]

TO LET.

IMMEDIATE Possession. ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—

S. J. DAVID & CO.

Hongkong, 2nd July, 1904. [1618]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—

WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to—

P.O. BOX 22, Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon.

Possession on or about 31st August, 1905.

Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. [1611]

TO LET.

Immediate Possession—for 18 months.

Apply to—

"LEIGHTOR," the PEAK.

Apply to—

JEBSEN & CO.

Hongkong, 27th April, 1904. [1107]

TO LET.

5 NEW HOUSES in Bonham Road (on Lot 591).

Apply to—

LEUNG TUNG PING, Care of Kin Lee & Co., 4, Queen's Road East.

Hongkong, 19th July, 1904. [1756]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—

SECRETARY, A. S. WATSON & CO., Limited.

Hongkong, 17th June, 1904. [1515]

TO LET.

WAVELLEY HOTEL, No. 8, ICE HOUSE STREET.

The EYRE (PEAK) BELLIOS TERRACE, Nos. 10, 13 & 21, No. 3, SEYMOUR TERRACE (Furnished), "BANGOUR" (PEAK) from 1st August.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 21st July, 1904. [1429]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East.

Apply to—

JARDINE, MATHESON & CO.

Hongkong, 15th July, 1904. [1717]

TO LET

TO LET—AT KOWLOON.

From 1st September next.

NO. 3, LYBENON VILLAS. A Five-Roomed House, with joint use of Tennis Court.

Apply to—

LEO D'ALMADA & CASTRO, 39 & 41, Des Vœux Road.

Hongkong, 20th July, 1904. [1767]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—

THE SECRETARY, The Bowling Club Ltd.

Hongkong, 14th July, 1904. [1710]

TO LET.

FURNISHED or Unfurnished, ONE ROOM and BATH ROOM attached Central.

Apply to—

F. M., Care of Daily Press Office.

Hongkong, 20th July, 1904. [1766]

PUBLIC COMPANIES

THE PUNJON MINING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PUNJON MINING COMPANY LIMITED, will be held at the Registered Offices of the Company, No. 13, Beaconsfield Arcade, Victoria, in the Colony of Hongkong, on THURSDAY, the 28th day of JULY, 1904, at 4 P.M., for the purpose of considering and if thought fit passing the following Special Resolution, that is to say:—

"That the Company be wound up voluntarily and that William Keeford Hughes and Arthur Rylands Love be and they are hereby appointed Liquidators for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

By Order,

A. R. LOWE, Secretary.

Hongkong, 20th July, 1904. [1769]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 13th July, 1904. [1765]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant (both days inclusive).

JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th July, 1904. [1779]

TO LET.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$1

Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903. 1216

Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [5]

66-3

Hongkong, 20th May, 1904. [12]

Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

Office.

A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [12]

Hongkong, 1st January, 1892. Office.

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SHIPPING.

ARRIVALS.

CARL DIEDERICHSEN, German str., 774 H. Schlicker, 25th July, Haiphong 22nd July and Hoihow 24th, General—Jobson & Co.

HAUWONG, British str., 783, E. S. Crowe, 24th July, Amoy and Tamsui 23rd July, General—Douglas, Lapin & Co.

KWONGSANG, British str., 1,427, Lake, 25th July, Shanghai 20th, July, General—Jardine, Matheson & Co.

LOOKKONG, German str., 1,215, Kalkofen, 24th July, Waha and Chinkiang 20th July, General—Stenson & Co.

LOOKSANG, British str., 1,102, G. S. Weigall, 25th July, Manila 22nd July, General—Jardine, Matheson & Co.

MATHILDE, German str., 875, Schlicker, 25th July, Tamsui 21st July and Hoihow 24th, General—Jobson & Co.

ORANGE, British str., 1,401, Joh. Danneberg, 25th July, Bangkok 15th July, Rangoon 15th, General—Widder & Co.

PROFESSOR, German str., 767, F. Bremer, 25th July, Swatow 24th July, General—Stenson & Co.

TAIWAN, British str., 1,109, H. Harder, 25th July, Canton 24th July, General—Butterfield & Swire.

TARTAR, British str., 1,425, F. W. Evans, R.N.R., 25th July, Vancouver via Japan 25th July, General—C. P. B. Co.

TONGKIN, French str., 2,327, R. Schmitz, 24th July, Yokohama, Kobe and Shanghai 22nd July, General—Messageries Maritimes.

TOURNAI, French str., 3,011, K. Girard, 24th July, Manille 20th June and Saigon 22nd July, Mails and General—Messageries Maritimes.

WATSON, German str., 1,033, H. Kraft, 25th July, Swatow 24th July, General—Osaka Shosen Kaisha.

TWEDDALE, British str., 2,873, T. Milne, 25th July, Darban 25th June—Gibb, Livingston & Co.

TYE, Norwegian str., 1,718, D. L. Danielsen, 24th July, Hongkong 22nd July, Canton—Sander, Wides & Co.

VENES, British str., 2,303, Fonghor, 24th July, Cardiff 8th June, Coal—Order.

ZAFIRO, British str., 1,611, Rodger, 25th July, Manila 22nd July, General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

25th July.

Borneo, German str., for Sandakan.

Keong, British str., for Canton.

Gato, Norwegian str., for Rajahmundry.

Avonport, British str., for Canton.

Longmoun, German str., for Canton.

Perna, Austrian str., for Singapore.

Progress, German str., for Hoihow.

Tjadjep, Dutch str., for Shanghai.

Tjupanis, Dutch str., for Shanghai.

DEPARTURES.

25th July.

ADAMANTON, Portuguese str., for Shanghai.

ELIZABETH, British str., for Mirs Bay.

Haiho Ho, Chinese str., for Canton.

Kaifong, British str., for Cebu.

KWANGTAI, Chinese str., for Shanghai.

LYEEMOON, German str., for Canton.

TAIYU, German str., for Saigon.

TOURNAI, French str., for Shanghai.

TYE, Norwegian str., for Canton.

VESSELS IN DOCK.

25th July.

ABERDEEN DOCKS.—Glenfalloch.

Kowloon DOCKS.—U. S. S. Pathfinder.

Daguer, Shanghai, Chantiers, Quinquann.

Maldia, Maria L. Legros.

COSMOPOLITAN DOCK.—H. M. S. Hart.

H.M.S. Otter.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain E. Fey, will be despatched for the above ports TO-DAY, the 26th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 18th July, 1904. [1762]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above, FRIDAY, the 29th inst., at 4 P.M.

This Steamer has superior accommodation for first-class passengers and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd July, 1904. [1806]

REGULAR STEAMSHIP SERVICE TO NEW

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

ABOAT

"BEDOUIN" ... 10th Aug.

"LOWTHER CASTLE" ... 25th Aug.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 25th July, 1904. [677]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM."

Captain J. White, will be despatched for the above port on THURSDAY, the 25th August.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 25th July, 1904. [1630]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ANAPA, British Ship, J. M. Williamson—Shewan, Tomes & Co.

ECLEPHE, British 4-m. barque, J. McBryde—Standard Oil Co.

INKVAL, British str., Pearson—Arnhold, Karberg & Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

KENTHARE, British Ship, T. E. Burch—Standard Oil Co.

E. B. SUTTON, American barque, Johnson—Order.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	30th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	KEMUN	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	SOCOTRA	Brit. str.	C. J. Benton	P. & O. S. N. Co.	About 5th Aug.
LONDON, AMSTERDAM & ANTWERP	MOYNE	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	16th Aug.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	30th Aug.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	15th Sept.
MAARSEILLES, LONDON & ANTWERP	BUCENTAU	Brit. str.	R. L. Ritson	NIPPON YUSEN KAISHA	28th inst., D'light.
MAARSEILLES, LONDON & ANTWERP	BENLARIQ	Brit. str.	Wallace	GIBB, LIVINGSTON & CO.	About 9th Aug.
BREMEN, VIA PORTS OF CALL.	P. R. LUTPOLD	Ger. str.	H. Kirchner	MELCHERS & CO.	31st inst.
HAYRE & HAMBURG	C. FERD LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	18th Aug.
HAYRE, BREMEN & HAMBURG	BADENIA	Ger. str.	Raarden	HAMBURG-AMERIKA LINIE	25th Aug.
HAYRE & HAMBURG	SPESIA	Ger. str.	Mittelfeld	HAMBURG-AMERIKA LINIE	5th Sept.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	20th Sept.
GENOA, MARSEILLES & LIVERPOOL	SARPEDON	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	20th Aug.
NEW YORK, VIA PORTS & SUEZ CANAL	BEDOUIN	Brit. str.	C. J. Benton	DODWELL & CO., LD.	About 10th Aug.
NEW YORK, VIA SUEZ CANAL	EPSOM	Brit. str.	J. White	SHAWAN, TOMES & CO.	25th Aug.
NEW YORK, VIA SUEZ CANAL	NEBIA	Ger. str.	Habel	HAMBURG-AMERIKA LINIE	20th Aug., 4 P.M.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	C. J. Benton	CANADIAN PACIFIC R. CO.	3rd Aug.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	C. J. Benton	CANADIAN PACIFIC R. CO.	10th Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	HYADES	Brit. str.	Geo. Wright	DODWELL & CO., LIMITED	30th inst.
PORLAND, OREGON	MACHAON	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	11th Aug.
AUSTRALIAN PORTS	ARABIA	Brit. str.	Bahle	PORTLAND & ASIATIC CO.	13th Aug.
SHANGHAI	TAIWAN	Jap. str.	C. J. Benton	NIPPON YUSEN KAISHA	29th inst., 4 P.M.
SHANGHAI	WUJONG	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	30th inst.
SHANGHAI	NEBIA	Brit. str.	F. N. Tillard	P. & O. S. N. Co.	About 29th inst.
NINGPO & SHANGHAI	TAIWAN	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	To-day.
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	3rd Aug., 10 A.M.
TAMSI, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	31st inst., 10 A.M.
ANPING, VIA SWATOW & AMOY	TAITROS	Jap. str.	H. Kraft	OSAKA SHOSEN KAISHA	To-morrow, 10 A.M.
SWATOW, AMOY & FOOCHOW	HAUWONG	Brit. str.	Crowe	DOUGLAS LARPAIK & CO.	To-day, at 11 A.M.
SWATOW, WENHAIWEI, CHEFOO & T'SIN	KANRU	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	28th inst.
MANILA	TAMING	Brit. str.	C. J. Benton	BUTTERFIELD & SWIRE	To-morrow.
MANILA	LOOKSANG	Brit. str.	G. S. Weigall	JARDINE, MATHESON & CO.	23rd inst., at 4 P.M.
MANILA	BAIRO	Brit. str.	R. Rodger	SHAWAN, TOMES & CO.	30th inst., 10 A.M.
MANILA	SHAWAN	Brit. str.	E. W. Almond	SHAWAN, TOMES & CO.	6th Aug., 10 A.M.
MANILA	W. M. Smith	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 12th Aug.
KUDAT & SANDAKAN	E. Mubie	Ger. str.	E. Mubie	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	A. APCAR	Brit. str.	E. Fey	DAVID SASSOON & CO.	To-day, at 3 P.M.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.

THE Company's Steamship

"YAWATA MARU."

will be despatched as above on FRIDAY, the 26th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th June, 1904. [1583]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"NUBIA."

Captain Habel, will be despatched for the above port on SATURDAY, the 30th August, at 4 P.M.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st July, 1904. [1782]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENLARIQ."

Captain Wallace, will be despatched as above or about the 9th August.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd July, 1904. [1733]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LYNCO CHINA STEAM NAVIGATION Co's fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every 7th night.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO., HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer "PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese80

Deck30

The Company's Wharf is at the end of Queen Street, Prince's Wharf.

For further particulars, apply to J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central.

Hongkong, 23rd March, 1901. [420]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey

2nd ... 1.50

Meals ... 1.00 each "

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [75]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd Aug.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 10th Aug.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence Ave ... via New York \$62

" " Intermediate or Steamer, } " 240. " " 242

" " and 1st Class Rail ... }

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAN OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

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OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR

ANPING, VIA SWATOW { "TRIOS" } WEDNESDAY, 27th

TAMSI, VIA SWATOW { "H. KRAFT" } July, at 10 A.M.

FOOCHOW, VIA SWATOW { "FRITHJOF" } SUNDAY, 31st July,

AND AMOY { H. A. HARALDSEN } at 10 A.M.

"TRIUMPH" } WEDNESDAY, 3rd

A. HANSEN } Aug., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.

Hongkong, 9th July, 1904

T. ARIMA, Manager

[15]

NORTHERN PACIFIC LINE.

BOSTON & CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Geo. Wright	Saturday, July 30th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 9,606 tons ... W. M. Smith ... About 12th August.

S.S. TREMONT ... 9,606 tons ... T. W. Garlick ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 13th July, 1904. [7]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

"ARABIA" ... 4,483 ... Bahle ... August 13th, 1904.

"ABAGONIA" ... 5,198 ... Schults ... September 14th, 1904.

"NUMANTIA" ... 4,370 ... October ... 10th, 1904.

"NICOMEDIA" ... 4,370 ... Wagner ... October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 20th July, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI ... { NUBIA } About 29th July } Freight and Passage.

{ F. N. Tillard }

LONDON, &c. ... { BALLAARAT } Noon, 30th July } See Special Advertisement.

{ C. R. Longden, R.N.R. }

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ... { SOCOTRA } About 5th August } Freight only.

{ C. J. Benton, R.N.R. }

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 25th July, 1904. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

1904

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 3rd August

PREUSSEN ... WEDNESDAY ... 17th August

GNISENAU ... WEDNESDAY ... 14th September

PRINZ HEINRICH ... WEDNESDAY ... 28th September

BAVERN ... WEDNESDAY ... 12th October

SACHSEN ... WEDNESDAY ... 26th October

ZIETEN ... WEDNESDAY ... 9th November

PRINZESS ALICE ... WEDNESDAY ... 23rd November

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 7th December

PREUSSEN ... WEDNESDAY ... 21st December

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 4th January 1905.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"AJAX"	On 26th July.
GLASGOW and LIVERPOOL	"MACHAON"	On 8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 12th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"KEERUN"	On 2nd August.
LONDON, AMSTERDAM and ANTWERP	"NOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 11th August.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[10-11]
Hongkong, 7th July, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"TAIWAN"	On 26th July.
MANILA, SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"KANSU"	On 28th July.
SHANGHAI	"WOOSUNG"	On 28th July.
THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 30th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
[12]
Hongkong, 26th July, 1904.

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLUMBO AND PORT SAID.

THE British Steamship

"BUENOS AIRES."

Captain R. L. Ritten, will be despatched as above on THURSDAY, the 28th inst., at DAYLIGHT.

For Freight, apply to
A. S. MIHARA, Agent.
[1656]
Hongkong, 7th July, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT."

Captain C. R. Longden, R.N., carrying His Majesty's Mails, will be despatched from Hongkong for Bombay, etc., on SATURDAY, the 30th JULY, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Egypt," 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 12th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT, Superintendent.
[1]
Hongkong, 13th July, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M., and Sundays about 7.30 A.M.

FARE (week days) 1st Class (including cabin and servant), \$5. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

MAP OF THE SIKANG or WEST RIVER

From Hongkong to Wuchow, Showing the Ports and Calling Places.

Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"

OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., To-day, the 26th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 27th instant, at 9.30 A.M.

All Claims must reach us before the 1st of August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 26th July, 1904. [5]

JAVA-CHINA-JAPAN LINE.

FROM YOKOHAMA, KOBE AND MOJI.

THE J. C. J. Line Steamship

"TULIPAN."

Captain P. Zwart, having arrived from above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of July, will be subject to rent.

All Claims for damage must be sent in before the 31st July or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Singapore, Batavia, Samarang, Sourabaya and Macassar on the 28th inst.

Head Agency of the
JAVA-CHINA-JAPAN LINE.
Alexandra Buildings.
Hongkong, 22nd July, 1904. [1895]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, ROME, PORT SAID, ADEN, BOMBAY, COLUMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"NIPPON."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Levant ex s.s. "Gortia," transhipped at Port Said.

From Venice ex s.s. "Venus," transhipped at Trieste.

From Zanzibar and South Africa ex s.s. "Africa," transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 27th July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th July, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELE & CO., Agents.
Hongkong, 21st July, 1904. [13]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 28th July, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th July, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELE & CO., Agents.
Hongkong, 22nd July, 1904. [13]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES:

\$25 per Quarter.

No Charge for INITIAL INSTALLATION.

N.B.—A special charge is made for line of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES:

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL

INSTALLATIONS.

Estimates given for all kind of Electric work

Address—No. 2, ICE HOUSE ROAD.

W. STUART HARRISON, A.M.I.C.E.,
Manager.

Hongkong, 16th April, 1904. [24]

NOW ON SALE.

IMPERIAL QUARTO

ENGLISH AND CHINESE

DICTIONARY.

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Panti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—

Chalmers' Vocabulary, containing about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary, about 100,000 whilst this work contains more than 50,000 English words and upwards of 600,000 Chinese characters.

Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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[3486]

MARTIN'S

APIOLIN'S

SHIPPING

SHIPPING IN PORT.

STEAMERS.

ARRIVALS: ARCAR, British str., 2,921, E. Fey, 18th July.—Calcutta 2nd July and Singapore 13th, General.—David Sassoon & Co.

ASCOT, British str., 2,482, Cox, 21st July.—Moji 14th July, Ballast.—Dodwell & Co.

BABON, British str., 2,703, J. M. Croke, 22nd July.—Moji 15th July, Coal.—Dudley & Co.

BORNEO, German str., 1,344, E. Muhl, 13th July.—Sundakan 7th July, General.—Melchers & Co.

CHUKONG, British str., 487, Dasey, 12th July.—Manila 7th July, Ballast.—Gibb, Livingston & Co.

CONINGBY, British str., 2,133, Topp, 21st July.—Moji 13th July, Coal.—Bridley & Co.

CORTIC, British str., 2,744, F. H. Armstrong, 22nd July.—San Francisco 22nd June and Shanghai 19th July, Mails and General.—O. & O. S. N. Co.

DAGMAR, German str., 950, C. Goswisch, 9th July.—Swatow 8th July, Snadries.—Melchers & Co.

EMPIRE, British str., 4,500, P. Thomsen Helms, 24th July.—Sydney via Parts 2nd July, General.—Gibb, Livingston & Co.

ENANG, British str., 1,127, W. E. Richard, 23rd July.—Tientsin via Cleve and Swatow 13th July, General.—Jardine, Matheson & Co.

FOYLE, British str., 2,690, Page, R.N.R., 13th July.—Kutchinotzu 7th July, Coal.—M. B. Kaisha.

GAGA, Norwegian str., 675, H. Dahl, 21st July.—Saigon 17th July, Rice and Rice flour.—Chinesa.

GOGGVALD, British str., 2,238, H. Sibery, R.N.R., 19th July.—Cardiff 30th April, Coal.—Gibman & Co.

GRIGORY APCAR, British str., 2,941, J. G. O'Brien, 24th July.—Calcutta via Straits 9th July, General.—David Sassoon & Co.

HAROSANG, British str., 1,356, Wilde, 23rd July.—Ganton 22nd July, General.—Jardine, Matheson & Co.

HOLSTREIN, German str., 955, John Chr. Hansen, 18th July.—Saigon 14th July, Rice and Flour.—Jebson & Co.

INKUM, British str., 3,100, F. Pearce, 17th July.—Cardiff 13th May, Coal.—Order.

JUSTIN, United States str., Hughes, 5th July.—Guam 28th June and Cavite 1st July, Coal.—Order.

KENNINGTON, British str., 2,347, Dover, 14th July.—Callao via Panama and Yokohama 24th May, General.—Order.

LARSEN, British str., 1,342, J. B. Jackson, 20th July.—Saigon 16th July, Rice and Flour.—Chinesa.

LEAGATI, U. S. str., 563, D. Yribar, 23rd July.—Manila 19th July, Ballast.—Barretto & Co.

MADENHINE RICKMERS, German str., 1,029, L. Gorchon, 20th July.—Bangkok 14th July, Rice.—Butterfield & Swire.

MASCOTTE, British str., 2,018, P. Gibson, 22nd July.—Sunderland 18th May.—Samuel & Co.

MATHILDA, Norwegian str., 2,240, H. Taarvig, 21st July.—Kutchinotzu 13th July, Coal.—Hilbert, Bussan Kaisha.

MEDAN, German str., 475, O. Stolberg, 22nd July.—Caroline Island, Copra and General.—Siemssen & Co.

OPLAND, Norwegian str., 1,206, Schlutter, 22nd July.—Sambougan 17th July.—M. B. Kaisha.

PERSIA, Austrian str., 5,894, P. Ciagliato, 21st July.—Kobe 14th July, General.—Saunders, Wieler & Co.

PROMETHEUS, Norwegian str., 1,024, H. Lehrs-bryggen, Bangkok 17th July, Rice.—Chinesa.

POTALA, British str., 2,129, F. Willis, 24th July.—Rangoon 9th July, General.—Jardine, Matheson & Co.

QUANG NAM, French str., 719, Jean Vidal, 15th July.—Saigon 10th July, Rice and General.—Bradley & Co.

SARK, Norwegian str., 2,303, Hanson, 18th July.—Norfolk 30th April via Singapore 12th July, Coal.—Sheuan, Tones & Co.

SIKH, British str., 3,216, James Rowley, 5th July.—New York 4th May, General.—Dodwell & Co.

TAIHAN, British str., 1,174, J. Jenkins, 21st July.—Bangkok 14th July, General.—Bradley & Co.

TAMING, British str., 1,335, Pennyfather, 22nd July.—Manila 20th July, General.—Butterfield & Swire.

THAIKAP, Dutch str., 2,475, H. Koops, 19th July.—Meassar 10th July, General.—Java-China-Japan Line.

TUPANAS, Dutch str., 2,420, P. Zwart, 22nd July.—Amoy 21st July, General.—Java-China-Japan Line.

YATSHING, British str., 1,423, T. Sellan, 21st July.—Sourabaya 8th and Samarang 13th July, Sugar.—Jardine, Matheson & Co.

YEDDO, British str., 2,974, Baird, 21st July.—Barry 15th May and Singapore 15th July, Coal.—Dodwell & Co.

SAILING SHIPS.

E. B. SUTTON, American barque, 1,243, Johnson, 19th July.—Chafco 23rd June, Ballast.—Order.

ECLIPSE, British ship, 2,978, J. McBryde, 10th May.—New York 10th December, 1903, Case Oil.—Standard Oil Co.

KENTMERE, British barque, 2,334, Burch, 14th June.—New York 29th January, Kerosine.—Standard Oil Co.

MARIA, Italian barque, 1,113, D. Ursa, 9th April.—Fremantle 7th Feb, Sandalwood.—Gibman & Co.

TRONGATE, British barque, 949, A. Hutton, 28th May.—Fremantle 23rd March, Sandalwood.—Gibman & Co.

VAL OF DOON, Sarawak barque, 669, J. Petersen, 22nd June.—Rajang (N.W. Borneo) 9th June, Timber.—Standard Oil Co.

BRITISH WARSHIPS.

CHEERUP, water tank and tug.

HANDY, torpedo boat destroyer.

HAAT, torpedo boat destroyer.

HUMBER, British storeship, 1,640, Lieut. McReaden, 23rd July.—Wei-hai-wei via Amoy 15th July.

OCEAN, 1st-class battleship, Capt. T. Y. Groat.

OTTER, torpedo boat destroyer, Lieut. E. H. Jellicoe.

TART, torpedo-boat destroyer.

TASAR, receiving ship, Commodore C. G. Dickon.

VRAGO, torpedo-boat destroyer.

PORTING WARSHIPS.

GENERAL ALAYA, American transport, Whitton, 20th June.—Cavite 17th June.

TITANIA, German cruiser, 1,245 Schnake, 6th July.—Shanghai

POST OFFICE NOTICES.

BOOKS CONTAINING—
16 Postage Stamps of 4 cents
12 " " " 2 cents
12 " " " 1 cent
may be obtained at the counter of the General Post Office and at Kowloon Post Office.
Price \$1.00 each book.

The *Empress of China*, with the Canadian mail, left Shanghai on Saturday, the 23rd inst., at 6 p.m., and may be expected here to-day.
The *Nubia*, with the English mail of the 1st inst., left Singapore on Sunday, the 21st inst., at 2 p.m., and may be expected here on Friday, the 26th inst., at about 10 a.m. This packet brings replies to letters despatched from Hongkong on the 31st May.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Harbour	Tuesday, 26th, 7.30 A.M.
Kudat and Sandakan	Borneo	Tuesday, 26th, 8.00 A.M.
Swatow, Singapore and Bangkok	A. Rickmers	Tuesday, 26th, 9.00 A.M.
Swatow	Mathilde	Tuesday, 26th, 10.00 A.M.
Swatow, Amoy and Foochow	Halibong	Tuesday, 26th, 10.00 A.M.
Hongkong	Quangtung	Tuesday, 26th, 10.00 A.M.

EUROPE, &c., India via Tutuicoria
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Hongkong	Tuesday, 26th, 1.15 P.M.
Singapore, Penang and Calcutta	Avonport	Tuesday, 26th, 2.00 P.M.
Ningpo and Shanghai	Taiwan	Tuesday, 26th, 4.00 P.M.
Samshui, Shihing, Takshing and Wanchow	Kowloon	Tuesday, 26th, 4.00 P.M.
Swatow	Taiwan	Tuesday, 26th, 5.00 P.M.
Amoy, Swatow and Hongkong	Pal'ada	Tuesday, 26th, 5.00 P.M.
Kongmoon and Kumbuk	Linton	Tuesday, 26th, 5.00 P.M.
Namtoe	Tachon	Tuesday, 26th, 5.00 P.M.
Swatow	Hofa	Tuesday, 26th, 5.00 P.M.
Canton	Powau	Tuesday, 26th, 5.00 P.M.
Canton	Kinsan	Wednesday, 27th, 7.30 A.M.
Hoihow and Haiphong	C. Diederichsen	Wednesday, 27th, 8.00 A.M.
Macao	Hongkong	Wednesday, 27th, 1.15 P.M.
Manila	Tamag	Wednesday, 27th, 4.00 P.M.
Kongmoon, Kumbuk and Samshui	Takshing	Wednesday, 27th, 4.00 P.M.
Namtoe	Tachon	Wednesday, 27th, 5.00 P.M.
Swatow	Hofa	Wednesday, 27th, 5.00 P.M.
Canton	Powau	Wednesday, 27th, 5.00 P.M.
Canton	Kinsan	Wednesday, 27th, 5.00 P.M.
Swatow, Weiliwei, Chefoo and Tientsin	Kansu	Thursday, 28th, 7.30 A.M.
Macao	Hongkong	Thursday, 28th, 1.15 P.M.
Manila	Wongau	Thursday, 28th, 4.00 P.M.
Swatow	Tai Chai	Thursday, 28th, 5.00 P.M.
Amoy	Hoi Fu	Thursday, 28th, 5.00 P.M.
Canton	Wingchai	Thursday, 28th, 5.00 P.M.
Canton	Hoi Nam	Thursday, 28th, 5.00 P.M.
Canton	Fatsan	Friday, 29th, 7.30 A.M.
Macao	Hongkong	Friday, 29th, 12.15 P.M.

TO-DAY.
Sale, Saltpetre and Sulphur, Water Police Station, Kowloon, Hughes & Hough, 11 a.m.
The Taipei Dramatic Co., Theatre Royal, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.	25th July.
ON LONDON—	
Telegraphic Transfer	1.10
Bank Bills, on demand	1.10
Bank Bills, at 30 days' sight	1.10
Bank Bills, at 4 months' sight	1.10
Credits, at 4 months' sight	1.10
Documentary Bills, 4 months' sight	1.10
ON HAMBURG—	
Bank Bills, on demand	2.32
Credits, at 4 months' sight	2.35
ON GERMANY—	
ON DEMAND	1.82
ON NEW YORK—	
Bank Bills, on demand	4.4
Credits, 60 days' sight	4.5
ON POMEY—	
Telegraphic Transfer	1.37
Bank, on demand	1.38
ON CALCUTTA—	
Telegraphic Transfer	1.37
Bank, on demand	1.38
ON SHANGHAI—	
Bank, at sight	7.14
Private, 30 days' sight	7.24
ON YOKOHAMA—On demand	90
ON MANILA—On demand	Nominal
ON SINGAPORE—On demand	Nominal
ON BATAVIA—On demand	1.10
ON HAIPHONG—On demand	2.10 p.m.
ON SINGAPORE—On demand	2 p.m.
ON BANGKOK—On demand	62
SOVEREIGNS, Bank's Buying Rate	\$10.75
GOLD LEAF, 100 fine, per tola	\$80.89
BAR SILVER, 100 fine, per tola	20.14

ARRIVALS AT HOME.

July 1st—*Ernest Simon*, 6th—*Bayern*, Deutscher, *Achilles*, 12th—*Artistic*, *Shinwa*, *Japan*, *Manila*, 15th—*Alcornoque*, *Oldenburg*, *Prothema*, *Australien*, 19th—*Gleutret*, *Sachsen*, 22nd—*Murphy*, *Deutsche*.

PASSENGERS.

Per *Haidong*, from Amoy, &c., Messrs. Weed, and Haidong.
Per *Yokohama*, from Hongkong, from Messrs. Block and 2 children, Mrs. Anna Doleto, Messrs. Jules Block and Guerin, from Singapore, Mr. J. K. Moir, from Saigon, Mrs. Josephine Goussard and Mrs. Valentine dos Santos, for Shanghai, from Messrs. Block, Messrs. Paul Le Deq, T. M. Reid, Szweszy, Medon, Deuschmann, Giamarchi, Monnet, Welfel, Chazet, Vandescall, Ostrow Rosopoff, Hequet, Coup, Larbe, Agba Mohamed Achimi, Derouzier, Narpou, Bonzae, and Bapport, from Port Said, Mr. Dimitri, from Constantinople, Messrs. Constantin G. G. Ventopanos, from Singapore, Mrs. G. Kleidermann, Mrs. R. Hain, Mrs. R. Zilbermann, Messrs. Stelios Madridis, Strik Baker, Peter Killatis, and J. Agrum, from Saigon, Mr. G. J. Jean, for Kobe, from Singapore, Mr. S. Jussu, for Yokohama, from Messrs. Block, Mrs. Rugg and infant, Mr. and Mrs. Ed. Baron, Dr. Nagasaki, Messrs. Adam, de Reinach Idorh, Ruog, Ishigami, Smetvan Serberghie, Solier, and Bolewith, from Colombo, Messrs. K. S. Makija and I. J. Goba.
Per *Takshing*, from Hongkong, from Kobe, Messrs. J. Gomes and George Leroy, from Shanghai, Mrs. Marie Basso, Messrs. E. S. Peterson, M. Monier, Boudou, Ch. Edilio, Glaska, and Wautell, for Saigon, from Shanghai, Mr. and Mrs. Obergun and infant, Messrs. S. R. Edmond and Marcond, for Singapore, from Kobe, Messrs. E. Y. Angullia, J. H. Patel, and R. Gami, for Colombo, from Yokohama, Capt. Barron, for Bombay, from Kobe, Messrs. A. Josti and J. Bhat, from Yokohama, Mr. Gust. Baron and Dr. Baron, for Port Said, from Shanghai, Mr. N. B. Manoussis, for Messrs. Block, Capt. Nafsan Alsen, Messrs. Benoit, Noyhammer, Hans Eide, Jousen, Adin Thomsen, Lassen, H. Abrahamson, Larsen, Carlson, Michelson, Theodore Balle, J. Jensen, Matsumoto, P. Hansen, F. Andersen, P. Petersen, H. Bull, and H. Larsen, from Shanghai, Mrs. Pasquier, Mrs. Cooper, Miss Lower, Sisters Th. Wills and M. Erwin, Messrs. Dufloy, B. Hahay, Rockel, R. Imbert, Rideau, Oron Georges, Jean, de Freytag, Eury, Mayel, Robony, Gaudelin, de Caballada Pont, Albert Lambert, Cardot, Robert, J. Prenti, Dupuy, P. H. Essinger, W. H. B. Black, J. W. Wren, H. J. Abbey, H. W. Smith, J. Johnston, J. Hardie, J. Scott, Thos. Salter, H. W. Page, J. Macanthy, Le Heuron, Laloup, Tisserand, Claude, Wagon, Rigier, Bonoulli, Delmont, Forstier, Neil Levy, Kornarow, Mevel, L. Bret, n. Gaillard, Grondet, Holly, Guichard, Toulon, Tardien, Laballe, Treboret, Lepo, Grun, Cox Yres, Melo, Lied Pierre, Tomlin, Justois, Le Guillon, Gouery, Lincast, Cabo, Bass, Darthenny, Pugeol, Pinard Joseph, and Bonnet.
Per *Loongang*, from Manila, Mrs. W. O. A. Shepherd and child, Messrs. M. Allix, E. M. Owy, S. Elia, M. de Manra, M. E. Martinez, C. E. de Cardozo, A. H. Howard, J. Connolly, and A. Brown.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. steamer *Nubia* left Singapore for this port on the 24th July, at 2 p.m., and is due here on the 29th July, at about 10 a.m.

THE AMERICAN MAIL.
The P.M. steamer *Korea* left San Francisco for this port via Honolulu, &c., on the 12th July.
The O. & O. steamer *Gauche* left San Francisco for this port via Honolulu, &c., on the 14th July.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* arrived at Shanghai at 8.30 a.m. on Saturday, the 23rd July, and left again at 6 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. on Tuesday, the 26th July.

THE INDIAN MAIL.
The Indo-China steamer *Lansing* left Calcutta for this port via the Straits on the 16th July, and may be expected here on the 22nd August.

THE GERMAN MAIL.
The I.G.M. steamer *Prinz Regent Luitpold* left Kobe via Nagasaki and Shanghai on the 25th July, and may be expected here on Tuesday, the 2nd August.

The I.G.M. steamer *Prinz Heinrich* left Colombo on the 23rd July, a.m., and may be expected here on Wednesday, the 3rd August.

MERCHANT STEAMERS.
The N.Y.K. steamer *Yamato Maru* (Australia Line) left Nagasaki for this port on the 22nd July, and is expected here on the 26th July.
The O.S.S. & C.M. steamer *Ajia* left Singapore on the 21st July, and is due here on the 26th July.
The N.Y.K. steamer *Buena Vista* left Moji for this port on the 22nd July, and is expected here on the 27th July.
The H.A.L. steamer *Andalucia*, from Hamburg, left Singapore for this port on the 21st July, p.m., and may be expected here on the 28th July.
The Bon Line steamer *Benarlich*, from Antwerp, London and Straits, left Singapore on the 23rd July, and is due here on the 29th July.

JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & S. S. Co.	\$125	100, buyers
Natl. Bank of China		
A. Shares	28	38, buyers
B. Shares	28	38, buyers
Foam Shares	21	10, buyers
Bot's Asbestos E. A.	12.50	10, buyers
Canton-Hongkong Ice	10	10, nominal
Campbell, Moore & Co.	10	37, buyers
China-Bonaco Co., Ltd.	12	10, sellers
China Light and	10	30, buyers
China Prov. L. & M.	10	30, buyers
China Sugar	100	10, buyers
Cigar Companies		
Alhambra, Ltd.	500	15, sellers
Philippine Co.	10	30, sellers
Victor Mills		
Euro	15.50	10, 30, sellers
International	15.75	10, 25, buyers
Laon Kang Mow	100	10, 30, buyers
Soychew	15.00	10, 100, sellers
Hongkong	10	14, sellers
Dairy Farm	80	10, buyers
Penwick & Co., Geo.	25	48, sellers
Green Island Cement	210	10, buyers
Hongkong & C. Gas	10	10, buyers
Hongkong Electric	10	10, buyers
H. H. L. Tramways	100	10, buyers
H. & L. Steam Water	10	10, buyers
Boat Co. Ltd.	10	10, buyers
Hongkong Hotel	50	134, sale & buy
Hongkong Ice	35	320, sale & buy
H. & W. H. & Co.	10	112, sellers
Hongkong Rope	10	140, sellers
H. & W. Dock	50	12, buyers
Insurance		
Canton	50	108, sales
China Fire	50	108, sales
China Traders	50	108, sales
Hongkong Fire	50	108, buyers
North China	50	108, buyers
Union	50	108, buyers
Yangtze	50	108, buyers
Land and Building		
Hongkong Land Inv.	100	108, sale & buy
Humphreys E.	10	121, buyers
Kowloon Land & B.	10	121, buyers
West Point Building	10	100, sellers
Shanghai Land	10	112, ex div.
Litton Sugar	100	48, sellers
Shipping		
Charbonnages	250	1400
Punjab	10	Nominal
Do. Preference	10	10, 100, sellers
Laubs	15/10	18, sellers
New Amoy Dock	10	10, 100, sales & sellers
Steamship Coys.		
China and Steamship	50	125, buyers
Douglas Steamship	50	125, buyers
L. Canton and M.	10	10, buyers
Indo-China S. N.	210	100, ex div.
Suez Transport and	21	25, 6d.
Trading Co.	21	25, 10s.
Do. Preference	21	25, 10s.
Star Ferry	10	10, buyers
S. & H. Dyeing & C.	10	10, 145, ex div.
Co., Ltd.	25	50.
S. China Morning Post	10	125, nominal
Tobacco Planting Co.	10	10, buyers
United Asbestos	10	10, buyers
Watkins & Co.	10	10, buyers
Watson & Co., A.S.	10	10, buyers

HONGKONG TIDE TABLE.

From 28th July to the 1st August.	High Water.	Low Water.
28th	1.15	1.15
29th	1.15	1.15
30th	1.15	1.15
31st	1.15	1.15
1st	1.15	1.15
2nd	1.15	1.15
3rd	1.15	1.15
4th	1.15	1.15
5th	1.15	1.15
6th	1.15	1.15
7th	1.15	1.15
8th	1.15	1.15
9th	1.15	1.15
10th	1.15	1.15
11th	1.15	1.15
12th	1.15	1.15
13th	1.15	1.15
14th	1.15	1.15
15th	1.15	1.15
16th	1.15	1.15
17th	1.15	1.15
18th	1.15	1.15
19th	1.15	1.15
20th	1.15	1.15
21st	1.15	1.15
22nd	1.15	1.15
23rd	1.15	1.15
24th	1.15	1.15
25th	1.15	1.15
26th	1.15	1.15
27th	1.15	1.15
28th	1.15	1.15
29th	1.15	1.15
30th	1.15	1.15
31st	1.15	1.15

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory 25th July.	Previous Day	On Date	On Date
Barometer	29.73	29.80	29.73
Temperature	86	84	85
Humidity	72	76	72
Wind Direction	SW	S	SW
Force	2	1	2
Weather	c	c	c
Rain	—	—	—
Highest open air Temperature on 24th 87			
Lowest open air Temperature on 24th 70			

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
3.0 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 10 minutes.
10.30 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 10 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 10 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

1.45 p.m. & 7.00 p.m.,	9.45 to 11.15 p.m.,
every ½ hour.	

SUNDAYS.

3.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 Noon to 1.01 p.m.	Every 10 minutes.
1.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 10 minutes.
6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

* Extra cars at 11.30 p.m. and 11.45 p.m.,
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Vaux
Road Central.

W. D. HUMPHREYS & SON,
General Managers.

H 1000 14th January, 1904. [913]

ANTONOLIC MASER